

8 May 1975

Mr. Wesley E. Stupar  
Vice President - Engineering  
Autologic, Inc.  
1050 Rancho Conejo Boulevard  
Newbury Park, California 91320

Dear Mr. Stupar:

We in FBIS are eagerly looking forward to the installation of the RAPID system which will bring dramatic changes to the way we process our field reports. I was, therefore, very disappointed to learn that Autologic is not making the first shipment of hardware for the RAPID system today as scheduled. News of this postponement compels me to write to you to express my concern. As you will recall from our conversation last summer when you visited here and from our correspondence since, the scheduling of the RAPID system has widespread impact through our organization including our overseas bureaus. We have made substantial budgetary commitments against the Autologic schedule as well as significant staffing plans affecting a large number of people and other functions.

In discussions here on the delay in the shipment of the first APS-19 and other equipment including the prototype TET, I was struck by the number of areas in which potentially serious slippages also appear possible. I am writing to you to draw your attention to the serious consequences to us of any significant delays in the installation and cutover of the new system. This equipment should be here and operational in time for training to begin on 27 May to prepare for the start of cutover on 15 June. I urgently request that you review the status of our project and take whatever steps are necessary to ensure that the project stays on schedule, an objective I know we both share. I would very much appreciate your frank appraisal on where we stand in writing by 16 May, with a copy of your reply to Mr. Vincent Kavanagh, the project contracting officer.

Yours sincerely,

[Redacted Signature]

Director

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cc

Mr. Vincent Kavanagh

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# AUTOLOGIC, INCORPORATED

1050 RANCHO CONEJO BLVD NEWBURY PARK, CA 91320 (805) 498-9611 (213) 889-7400

14 May 1975

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This is in reply to your letter of 8 May 1975 concerning schedules of the RAPID System. We had hoped to ship the prototype Text Editing System on 8 May to allow ample time to prepare for the start of training on 27 May. In early April, under the advice of your technical representative, we found that the instructor who we planned to use was unacceptable. We proceeded to hire a replacement. It was not until 5 May that we could find a replacement who we considered suitable. Meanwhile, during April we discovered the cause of a memory reliability problem in the editing terminals at another customer's facility. This problem was resolved and we wanted to apply the improvement to the terminals for FBIS now in the start-up of the production cycle. It seemed desirable under the circumstances to try the improvement in the FBIS prototype, even if it meant some cut-back in preparation time for training.

We have been using every means at our disposal to expedite installation of the RAPID System. When the availability of keyboards for production editing terminals slipped one month, we proceeded to recover on this critical path by making the engineering prototype unit available for training. This required the assembly in engineering of a "breadboard" second unit and the completion in engineering of an APS-73-19 Text Editing processor; these units are required to allow continuation of system programming testing in lieu of the prototype. The prototype was ready for shipment on 8 May. The breadboard unit was not completed (it will be available to programmers 16 May), and it was judged advisable to keep the prototype rather than to curtail programming testing, especially in view of the problem with the instructor.



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We estimate that the instructor needs at least 30 days to prepare for training. I believe that the quality of training would be much better if an additional week or two could be allowed. This would place the start of training for wire service operators at 16 June. We would hold the prototype until 11 June to provide best efficiency for programming testing and training "dry runs". Wire service cut-over would be scheduled for the period 30 June thru 18 July. I hope you will agree that the delay was unavoidable on the basis that our intention is to provide the Government with an entirely suitable and technically excellent mechanization of the RAPID System notwithstanding its complex scope.

The delay in wire service cut-over requires a delay in cut-over of the Daily Report Books in order to maintain the originally planned orderly implementation. Furthermore, in my frank opinion, the schedule presented to you with my letter of 14 November 1974, has indeed proven to be tight. The programmers assigned to the RAPID System project are working long hours in the final coding and testing of the Text Editing and Data Management modules. Testing of the Text Editing module is in progress using the prototype unit. Some unscheduled effort is being expended in this area to provide a "canned" environment for training purposes. This work will be fit into the period before 16 June in order to maintain that schedule for training, possibly deferring testing of the editing system on-line with the File Management Processor until then.

System testing of the Data Management module integrated with AOS will initially be performed by reading the previously prepared magnetic tape of "daily input" data into the APS-73-18 via the APS-73-17. Functions of file structuring, directory building and sorting can be tested in this manner and verified with line printer listings. These tests can reasonably be expected to be performed during the first half of June, after which the Text Editing module will be available for system integration and further functional tests. This allows only two weeks of final system testing before wire service cut-over begins. This does not provide for contingencies but is possible. Not all Data Management functions are necessary for wire service processing.

AUTOLOGIC, INCORPORATED

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I have attempted in this letter to describe what I consider to be the critical paths in the development of the RAPID System and to present some of the details which affect the schedule. Other tasks, i.e., APS-COMP, physical installation planning, Analysis Group programming, etc., in my judgement will be completed before they are needed. In summary, I believe that cut-over has been delayed by two weeks relative to an optimistic schedule which provides for no unforeseen problems. We shall continue to make every effort to schedule our work in the most efficient manner as we near completion. We remain enthusiastic in the belief that the resulting implementation of the RAPID System will meet or exceed performance goals and will represent a significant advancement in techniques for machine-aided processing of remotely gathered text.

Sincerely,

*Wesley E. Stupar*

Wesley E. Stupar  
Vice President,  
Engineering

WES:cmh

cc: Mr. Vincent Kavanagh

29 MAY  
1975

Mr. Wesley E. Stupar  
Vice President - Engineering  
Autologic, Inc.  
1050 Rancho Conejo Boulevard  
Newbury Park, California 91320

Dear Mr. Stupar:

I appreciate your prompt response to my 8 May letter, even though it took over a week to percolate through the postal system. Your letter gives us a better view of some of the problems of keeping RAPID close to schedule. While taking note of your reservations, I remain hopeful about the delivery dates you cite.

I was especially pleased by your concern with insuring above all the quality of the system you deliver to us. That is our first order of priority, too. To that end, we see it as important for FBIS and Autologic to maintain a close dialog on system details during these critical weeks when you are integrating all the diverse elements of RAPID. The distance that separates us makes it all the more important that we attend carefully to that dialog.

To minimize the disadvantages of distance and insure the best use of available expertise, I ask that you let us know as soon as you have a training package ready for delivery. We will send a team to check it out on your premises before shipment. I envision the same arrangement for the first operating modules which you intend for the start of the Wire Service cutover. When your RAPID project teams are satisfied they have a successful Wire Service module, with the APS-17, 18 and 19 (including printers and three Text Editing Terminals operating simultaneously) working with a test data base replicating normal FBIS traffic, I shall again detail a team to fly to California for a full demonstration preceding actual shipment of equipment and assignment of company personnel to our site. That way we can be sure we will lose no time in troubleshooting at this end.

In sum, I am gratified by your efforts to keep the project on track and by your enthusiasm for its prospects. I would appreciate your earliest concurrence in the review and delivery procedures I have outlined above.

Sincerely,

/SIGNED/

[Redacted Signature]

Director

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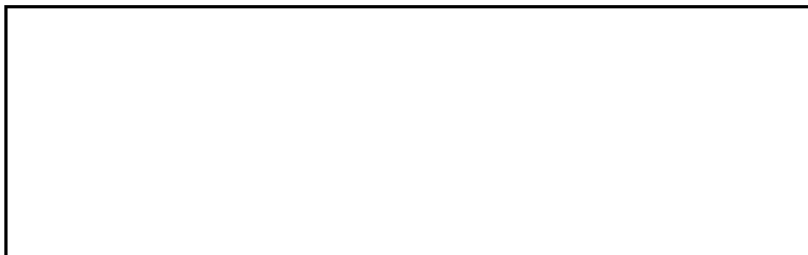


# AUTOLOGIC, INCORPORATED

1050 RANCHO CONEJO BLVD NEWBURY PARK, CA 91320 (805) 498-9611 (213) 889-7400

June 20, 1975

STAT



Thank you for your letter of 29 May, 1975. I have been greatly impressed by FBIS as a contractor due to the well thought-out and carefully presented technical requirements for the RAPID system. It is uncommon in my experience for a customer to be so knowledgeable in technical details in addition to functional requirements. This situation has made our effort thusfar efficient and encouraging to our design personnel.

Your suggestion to perform factory tests prior to shipment again demonstrates to me your depth of understanding of the work we are doing. I shall make provision for performing the first such test, that of the training capability. We estimate that we shall be ready to demonstrate the training system by 30 June. When that system is operational in our judgement, Jim Poskevich will call  to arrange the exact time of the demonstration.

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Sincerely,

Wes Stupar  
Vice President,  
Engineering

WES:cmh

cc:

J. Poskevich

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*File FBIS*

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1	Deputy Director for Intelligence	<i>27 June</i>
2	7 E 44 Headquarters	
3	<i>(info P/VW/OK/HK)</i>	
4		
5		
6		
<b>ACTION</b>	<b>DIRECT REPLY</b>	<b>PREPARE REPLY</b>
<b>APPROVAL</b>	<b>DISPATCH</b>	<b>RECOMMENDATION</b>
<b>COMMENT</b>	<b>FILE</b>	<b>RETURN</b>
<b>CONCURRENCE</b>	<b>INFORMATION</b>	<b>SIGNATURE</b>
<b>Remarks:</b> <div style="margin-left: 40px;"> <i>Copy sent to D/FBIS</i>  <i>30 June 1975</i>  <i>hw.</i> </div> <div style="margin-left: 40px;"> <i>Don -</i>  <i>I would be pleased to attend the opening ceremony for RAPID.</i>  <i>I would like to tour the facilities and observe some test runs whenever you consider it appropriate. Ed</i> </div>		
<b>FOLD HERE TO RETURN TO SENDER</b>		
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